AMENDMENT

IN THE CLAIMS:

Please amend the claims as follows:

1-10. (CANCELLED)

11. (PREVIOUSLY PRESENTED) A device for determining a tendency to tilt about a longitudinal axis and a tendency to turn about a vertical axis of a vehicle, using a detection system comprising:

a lateral acceleration sensor producing a lateral acceleration signal;

a yaw rate sensor producing a yaw rate signal;

a steering angle sensor producing a steering angle signal;

wheel speed sensors producing rotation signals of respective wheels; and

a controller which, in response to a steering angle, a steering velocity and a vehicle speed, determines a tendency to tilt about a longitudinal axis of the vehicle and in response to the lateral acceleration sensor, the yaw rate sensor, the steering angle sensor and the wheel speed sensors determines a tendency to turn about a vertical axis of a vehicle, and the controller generates a triggering signal for at least one passenger protection device depending on the extent of these tendencies.

12. (CURRENTLY AMENDED) A device according to claim 11, wherein the triggering signal is allocated to the passenger protection device depending on a driving situation, so that a definition of a position of the passenger protection device being actuated in the vehicle takes place depending on at least one of a ~~rollover~~tilt about a longitudinal axis or turning tendency of the vehicle in space.

13. (PREVIOUSLY PRESENTED) A device according to claim 12, wherein the extent of the tendency to tilt or the tendency to turn is evaluated based on at least one of the quantities of steering wheel angle, steering velocity, vehicle speed, lateral acceleration, longitudinal acceleration.

14. (PREVIOUSLY PRESENTED) A device according to claim 11, wherein at least one threshold value of the triggering signal is varied.

15. (CURRENTLY AMENDED) A device according to claim 14, wherein at least a lag of release of the passenger protection device is varied as a threshold value.

16. (CURRENTLY AMENDED) A device according to claim 11, wherein a service life of the passenger protection device is modified depending on ~~the~~a driving situation.

17. (PREVIOUSLY PRESENTED) A device according to claim 11, wherein the passenger protection device is an airbag.

18. (PREVIOUSLY PRESENTED) A device according to claim 11, wherein the passenger protection device is a reversible belt pre-tensioning system.

19. (CURRENTLY AMENDED) A device according to claim 18, wherein the triggering signal for the reversible belt pre-tensioning system is allocated depending on ~~the~~a driving situation, so that a definition of a position of the pre-tensioning system being actuated in the vehicle or the point of time of release takes place depending on the ~~rollover~~tilt about a longitudinal axis or turning tendency of the vehicle in space.

20. (PREVIOUSLY PRESENTED) A device according to claim 19, wherein the point of time of release of the belt pre-tensioning system being actuated occurs according to an ARP-intervention so that the ARP-intervention and the belt pre-tensioning system are activated simultaneously.